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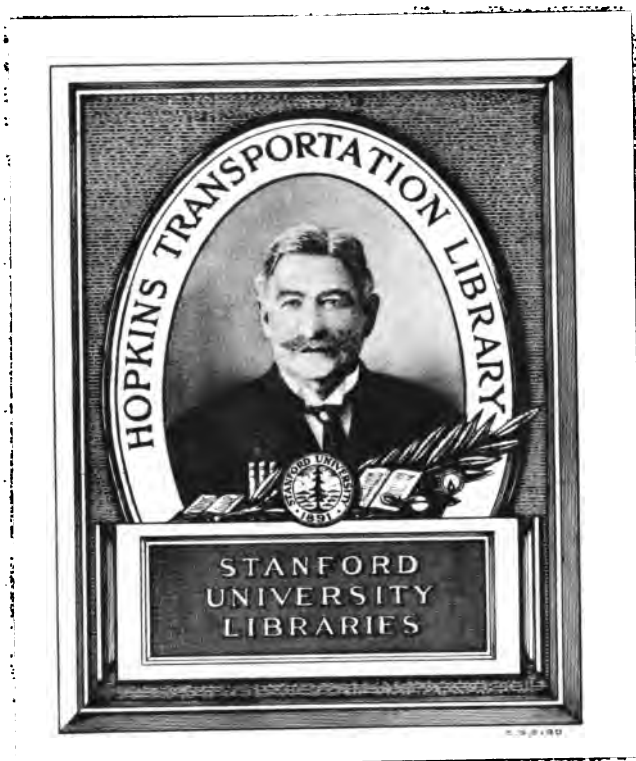
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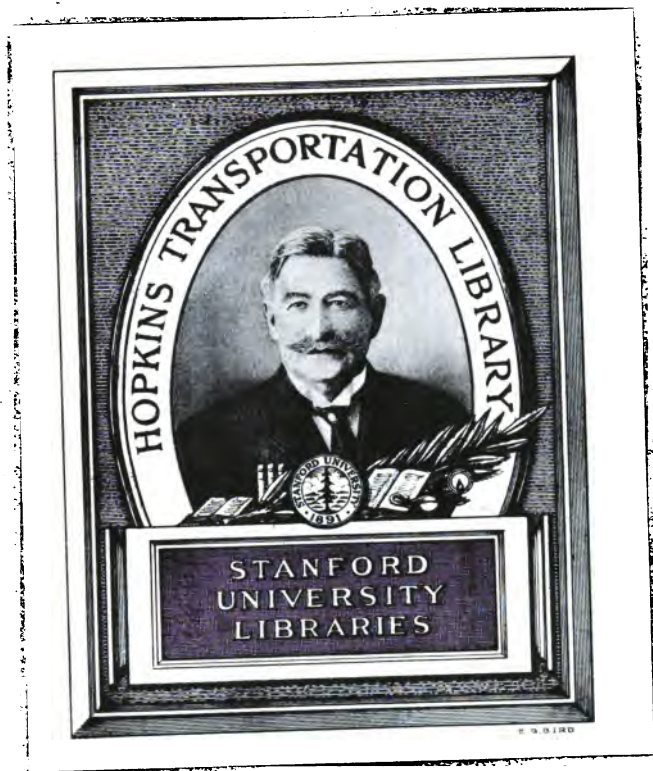
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FOURTH

ANNUAL REPORT

S. L. OF THE
BOARD OF DIRECTORS

OF THE

ALEXANDRIA LOUDOUN AND HAMPSHIRE

RAIL ROAD COMPANY,

WITH THE

ACCOMPANYING DOCUMENTS.

PRESENTED TO THE ANNUAL GENERAL MEETING

HELD OCTOBER 22, 1856.

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ALEXANDRIA:

W. H. HENNING, PRINTER,

Opposite Bank of Old Dominion.

1856.

THE HISTORY OF THE

REIGN OF

CHARLES THE FIRST

BY

JOHN BURNET

OF THE UNIVERSITY OF OXFORD

IN TWO VOLUMES

THE FIRST

OF THE REIGN

OF

CHARLES THE FIRST

BY

JOHN BURNET

OF THE UNIVERSITY OF OXFORD

IN TWO VOLUMES

THE SECOND

OF THE REIGN

OF

CHARLES THE FIRST

turned

PROCEEDINGS OF STOCKHOLDERS.

The Annual General Meeting of the Alexandria, Loudoun & Hampshire Rail Road Company, was held at the Company's Office, in the City of Alexandria, on Tuesday, the 21st of October, 1856.

TURNER W. ASHBY was called to the Chair, and

REUBEN JOHNSTON, the Clerk of the Company, acted as Secretary.

Robert Jamieson, James Roach, and Thomas M. Monroe, were appointed a Committee to examine and report upon proxies; who reported a number of proxies as being in due form; which report was adopted.

The annual report of the Board of Directors was read and approved, together with the report of the Chief Engineer.

The report of the Examining Committee was received, read, and approved.

Ordered, That 1,000 copies of the said reports be printed for the use of the Stockholders and the Board.

On motion of T. M. Monroe,

The first By-Law was amended to read as follows:

"The annual meeting of the stockholders shall be held on the first Tuesday of September in each year; but the Board of Directors may change the day of meeting to any other day in the month of September, by giving notice according to law."

On motion of T. M. Monroe,

Resolved, That the 13th By-Law be amended by striking out "30th September," and inserting in lieu thereof, "First Monday of September;" and that the 15th By-Law be so amended as to require the Examining

Committee's report to be made to the Annual General Meeting of the Company.

On motion of T. M. Monroe,

Resolved; That, in order that the next Board of Directors may be enabled to avail themselves of every means which may be required to put the road under way as soon as possible, authority is hereby given them to issue the bonds of the Company, and to pledge the road and property of the Company to secure the punctual payment of the principal and interest of the same, to such amount as they may deem advisable.

Resolved, That the salary of the President be \$2,000 per annum.

On motion of S. G. Miller,

Resolved, That the thanks of the Company are due to Lewis McKenzie, esq., President, for the zeal and efficiency with which he has discharged the duties of his office.

The meeting then proceeded to elect a President and three Directors, when the following persons were unanimously chosen, viz:

LEWIS MCKENZIE, President.

JAMES McILHANY,

CASSIUS F. LEE,

PROVINCE McCORMICK,

} Directors.

Messrs. Robert H. Miller, James P. Smith and Noble S. Braden were re-appointed the Examining Committee.

On motion of T. M. Monroe,

Whereas, a connexion by a branch road from the vicinity of Clarke's Gap, in the county of Loudoun, with a road to be constructed from Hagerstown, in Maryland, to a suitable point on the Potomac river may be desirable to this Company, *Resolved,* that the President and Directors take the question into consideration, and report their opinion to the next meeting of the Stockholders.

The meeting then adjourned.

T. W. ASHBY, *Chairman.*

R. JOHNSTON, *Secretary.*

REPORT OF THE PRESIDENT AND DIRECTORS.

The Board of Directors of the Alexandria, Loudoun and Hampshire Railroad Company submit this their

FOURTH ANNUAL REPORT.

In the last report, it was stated to be the intention of the Board to confine their operations to the grading, masonry, and bridging of the first 40 sections, namely, from the northern limit of the town of Alexandria to Clark's Gap, four miles beyond Leesburg. This policy has been pursued, and the report of the late Chief Engineer, C. P. Manning, esq., will show the progress which has been made in the work, which is now in such a state of forwardness that sections 1 to 20 inclusive will be ready for the superstructure early in next Spring, and the residue of the 40 miles may be opened by the first of January, 1858, provided, the Company can arrange for the iron and cross-ties, and a moderate equipment of running stock.

A subscription of \$75,000 or \$100,000, by the county of Loudoun would secure the completion of the road to the Shenandoah River, and indeed to Winchester, at an early day; and in the absence of such a contribution to its means, the Company will be much embarrassed for the requisite funds to prosecute the work between Clark's Gap and the Shenandoah. The subscription of \$100,000, recently made to our stock by the County of Clarke, is restricted in its expenditure to the limits of that County—a restriction which, under existing circumstances, cannot be objected to; and a subscription upon similar terms by Loudoun County will be gladly received, and faithfully applied accordingly. The subscription of \$30,000 by the town of Winchester, lately authorized by the voters, will be coupled with a like condition, as also that of \$100,000 on the part of Hampshire County.

A special meeting of the Stockholders of the Company was held on the 20th of May last, having been called to consider

an act of the last General Assembly, passed 26th of February, 1856, authorizing \$120,000 of the State's subscription east of the Shenandoah to be applied to the construction of the road west of that River, and prescribing certain regulations in relation to the rates of toll between the coal fields and Winchester, and requiring this Company to permit a connexion between its road and that of the Winchester and Potomac Company, at some point in or near Winchester. This act was approved and accepted by the Stockholders.

At the same meeting, a by-law was adopted, increasing the number of Directors from five to seven, one of the additional Directors to be appointed by the State, and the other by the private Stockholders. The Board of Public Works has made the appointment for the State, and it will devolve upon this and all future meetings to elect three, instead of two Directors, as heretofore.

It is proper that this meeting should take into view the act passed by the General Assembly on the 4th of March, 1856, to insure greater efficiency in making and printing reports of Companies for the use of the Assembly.

In obedience to this law, our annual report must be made to the Board of Public Works on or before the first day of October, in each year, under a penalty of \$100 for every failure, to be recovered by execution against the property of the officers of the Company. To insure a compliance with the law, the accounts of the Company should be adjusted up to the first day of September, and the annual meeting should be held early enough in that month to enable us to prepare and file our report with the Board of Public Works, on or before the first of October. This will require amendments of our by-laws, so as to provide that the accounts shall be brought up to the first of September, instead of October, and that the meetings shall be held as suggested.

The location of the road from the east bank of the Shenandoah to Berryville, has been completed, under the direction of the Chief Engineer, by Washington Blythe, Esq., in the most satisfactory manner. The Chief Engineer's report is so full and particular on this subject, as well as in relation to the approximate location from Berryville to Winchester, that the Board refer to it for all necessary information.

The whole cost of the grading, masonry and bridging of the entire line from Alexandria to Winchester is set down at - - - - - \$1,500,000

Of this amount the State contributes three-fifths of \$1,200,000, or \$720,000, of which \$600,000 must be expended east of the Shenandoah, and \$120,000 west of it, say	720,000
Subscriptions by individuals, including contractors	450,000
Clarke County subscription,	100,000
Winchester do.	30,000
	<hr/>
	\$1,300,000
The State will doubtless add to her subscription three-fifths of this additional \$300,000, or	180,000
	<hr/>

Making - - - - - \$1,480,000

As the amount of means, secured and expected, of the Company, to complete the road-bed to Winchester; in addition to which there will have to be provided the amount required for the superstructure and equipment, besides the cost of engineering, right of way, depot grounds, salaries, and contingencies, which is estimated at \$200,000. The Board confidently expect that the City of Alexandria will aid us to the extent of \$200,000 or 250,000, in procuring the means to put the road in working order. The best interests of the City will prompt her to do so, as the advantages held out to her by our road are certainly equal, at least, to those of any similar work in which she is now interested. With the exception of the subscriptions of a few of her citizens, we have thus far received no support from Alexandria; but having shown, beyond a doubt, that this very desirable and important portion of our great work is placed within the reach of a very moderate degree of exertion, we trust that a spirit of liberality and just appreciation will soon be displayed towards it. The trade of Fairfax, Loudoun, Clarke, a part of Jefferson, Frederick, and the important town of Winchester, will alone justify the subscription of the City, to say nothing of our ultimate object, the trade of the great Hampshire Coal and Iron beds, which, when Winchester shall be reached, will be of comparatively easy attainment. It may be here mentioned that our work has laid open in Loudoun County, at Goose Creek, extensive quarries of the finest granite for building purposes which has yet been discovered in the United States; and that in the vicinity of the coal fields there are inexhaustible quantities of the finest material for the manufacture of glass.

It is now placed beyond dispute that the immense trade of a more desirable character, which will pass over the Baltimore and Ohio Railroad, will always prevent that work from being an adequate and efficient means of transportation for the mineral products of the region in which lies our western terminus. The recent policy of that company clearly proves that they only desire coal tonnage, if at all, at those seasons when their other business is smallest, which happens to be the very time (the summer season) when coal is least in demand. The necessity for another through line of railway to that region, one which will at all times be independent of that road for supplies of coal tonnage, is now not only manifest, but generally admitted. The entire adaptation of our road to this traffic has been so fully enlarged upon in our former reports, that it is believed nothing more need here be said in relation to it.

Those reports have been widely disseminated among the parties interested, and it is believed their attention is fully aroused to the subject. It is the opinion of the Board that nothing is needed but the completion of our road to Winchester, to insure their active and efficient co-operation in raising the means requisite to its prosecution to Piedmont, with all practicable despatch.

Great as is the magnitude of the coal interest and traffic, as elements of success and profit to our enterprise, there are other considerations which must not be disregarded.

It was stated by the Chief Engineer in his report of 10th of March, 1854, that this road will place Alexandria and the seat of the general government fifty miles nearer to Parkersburg and Wheeling than by any existing railway route; and that the traveller from the west through either of those points would be able to go by the way of Washington City, to any point east of her, with but a trifling enlongation of his journey, and with a decided saving of time and money, if a visit to the seat of government should be desired. He also shewed by a table of distances, which is hereunto annexed, that this road will connect Washington more directly with the northwestern states than any existing line, a fact which must have a controlling influence upon the course of the through travel and the transportation of the mails. As the power of Congress upon the subject of post-offices and post-roads is quite as unlimited as upon the subject of public lands, it is not seen why it is not as competent, just and proper, that the same mode and

turned on

measure of relief which has been given to western railways should be extended to those in the east, when it can be shown that the public interest, as connected with the carriage of the mails, will be as clearly subserved in the one case, as the sales of public lands are promoted and their value enhanced in the other. If it be true, which we do not doubt, that this Company could offer to the United States compensation for a grant of public lands in the shape of increased speed and economy in the transportation of the mails, it would be difficult to show why it would not be just as constitutional, therefore, to make grants to us, as to any railway through the public lands in Illinois or Alabama, upon the ground that the consequence would be the increase of the value of the residue. The reason would seem to be the stronger, inasmuch as the consideration would move more directly from us, and without any considerable return beyond the grant; whereas, in the case of the Illinois or Alabama road, besides the value of the land granted, the increase of population and trade would of themselves furnish sufficient inducement and reward for their expenditure in building their road. With these views, one would hope that the representatives from Virginia, and particularly those of the districts through which our road will pass, will not object to urge our claim upon Congress for such a grant of public lands to this company, in consideration of an agreement to carry the mail free, or at a moderate fixed rate of charge, according to the extent of the grant.

Congress, at their last annual session, authorized an examination to be made, for the purpose of ascertaining the best site for a permanent bridge over the Potomac river, either at the present long bridge, at the Sisters, or at some intermediate point. A report will doubtless be made on the subject early in the next session. When this question shall be settled, efforts will be made to secure a connexion of our road with the seat of Government by a branch. This object is steadily kept in view, being regarded as of great importance to our highway to the west, as well as to other roads terminating at Alexandria.

The Board have secured well situated depot grounds at Alexandria and Leesburg. Contracts for cross-ties for 13 miles of road, in Alexandria and Fairfax counties, have been made upon advantageous terms.

Our Chief Engineer, Charles P. Manning, Esq., resigned his position on the first of August last, much to the regret of

the board, though he still remains connected with the Company in the capacity of consulting Engineer. The location being completed to Berryville, a point which, with existing means, it will require two years to reach, Mr. Manning felt himself at liberty to accept the favorable offers of more active service held out by the Pittsburg and Connellsville Railroad Company, and is now engaged as Chief Engineer of that important work. It is hoped that upon the acquisition of the means for a vigorous prosecution of our work from Winchester to the coal fields, he will be free to resume his former position in the service of this company. In consequence of his resignation, the work under construction has been divided into two divisions, which are in charge of Messrs. R. G. Bowie and R. Randolph, respectively. These gentlemen are accomplished Engineers, and fully competent to discharge the duties thus devolved upon them.

In order that the next Board of Directors may be enabled to avail themselves of every means which may be required to put the road in working order as soon as possible, it is recommended that authority be granted them to issue and dispose of the bonds of the Company to a sufficient amount to pay for the necessary iron, cross-ties and rolling stock; and if it be deemed expedient, to pledge the property of the Company to secure the same.

Herewith is a list of officers and agents of the Company, with their compensation; also, the accounts of the Company made up to the 1st instant.

Respectfully submitted, by order of the Board.

LEWIS McKENZIE, President.

Alexandria, October 21, 1856.

Schedule showing the distances from Cleveland and Cincinnati to the following cities, by the shortest existing and projected Railway routes.

From Cleveland to New York, (via the Cleveland and Mahoning Railroad, and the Pennsylvania Central Railroad,) 571 miles; to Philadelphia, 484 miles.

From Cleveland to Baltimore, (via the Cleveland and Mahoning Railroad, Pittsburg and Connellsville Railroad, and Baltimore and Ohio Railroad,) 451 miles; to Washington, 472 miles; to Alexandria, 478 miles.

From Cleveland to Washington, (via the Pittsburg and Connellsville Railroad, Montevue Railroad, and the Alexandria, Loudoun and Hampshire Railroad,) 449 miles; to Alexandria, 443 miles.

From Cincinnati to New York, (via Marietta, Parkersburg, North Western Virginia Railroad, and Baltimore and Ohio Railroad,) 749 miles; to Philadelphia, 662 miles; to Baltimore, 564 miles.

From Cincinnati to Washington, (via Marietta, Parkersburg, North Western Virginia Railroad, Baltimore and Ohio Railroad, and Washington Branch,) 585 miles; to Alexandria, 591 miles.

From Cincinnati to Washington, (via Marietta, Parkersburg, North Western Virginia Railroad, Baltimore and Ohio Railroad, Alexandria, Loudoun and Hampshire Railroad,) 533 miles; to Alexandria, 527 miles.

From Cincinnati to New York, (via Marietta, Parkersburg, North Western Virginia Railroad, Baltimore and Ohio Railroad, and Alexandria, Loudoun and Hampshire Railroad,) 757 miles; to Philadelphia 670 miles; to Baltimore, 572 miles.

REPORT OF THE CHIEF ENGINEER.

ENGINEER'S OFFICE,

Alexandria, Loudoun & Hampshire R. R. Co.
ALEXANDRIA, VA., OCT. 21st, 1856.

LEWIS MCKENZIE, Esq., *President*:

SIR:—I have the honor of submitting the following "Annual Report" as a summary of the transactions in this department of your service during the fiscal year which terminated on the 30th ultimo.

My last annual report showed that the active operations of construction had been going on for the previous half year; that ground had been broken upon sixteen of the forty sections lying between Alexandria and Clarke's Gap; and that the value of the graduation and masonry then executed had reached the sum of \$70,000. The value of the same kind of work done up to the close of the past year is set down at \$238,364, from which deduct the first named sum, and the balance of \$168,364 will appear as the valuation of the graduation and masonry executed during the year just brought to a close. This shows a monthly expenditure of \$14,000, which sum, though well applied, has not advanced your work to that stage of progress which its friends confidently hoped it would reach at this date; but the difficulties which have caused disappointment on account of this slow progress, having been without the controlling influence of this department, it is presumed that an explanation on my part is unnecessary.

The work now in progress embraces the grading and masonry of twenty nine of the forty sections already alluded to, which may be relatively classed as follows:

Sec. 1 to 10 inclusive, nine-tenths of graduation & masonry done.

" 11 to 20	"	six-tenths	"	"	"
" 21 to 23	"	five-tenths	"	"	"
" 24 to 31	"	untouched.			
" 32 to 36	"	four-tenths of graduation & masonry done.			
" 37 to 40	"	four-tenths	"	"	"

Taking all the sections as one piece of work, the result is, that nearly one half of the graduation and masonry is already executed. It should be borne in mind that the thirty-sixth section terminates at the town of Leesburg, and hence the division which has been made in the nine sections last named. To complete the graduation, masonry and bridging of these forty sections, it is estimated that the expenditure of at least \$305,000 will be necessary. It is true that the road could be sufficiently prepared for the reception of a track, and for temporary use, by the expenditure of, perhaps, only \$250,000; but this plan of opening a rail-road for public use is not deemed advisable, although frequently resorted to under the influence of public opinion or necessity.

Thus far the finished portions of the road-way have been provided with permanent masonry at all the water courses which cross its path, and many of the largest of the structures upon the unfinished portions are now done, and many more of them in various stages of progress. The masonry on Goose Creek Bridge, (the largest structure of the kind east of the Shenandoah River,) is nearly done, and the arch bridge which spans Sugarland Run is in a like state of forwardness. The masonry of Broad Run, Difficult Creek, and a few smaller bridges, has not been commenced, for fear of exceeding the amount of monthly expenditure to which it has been deemed necessary to limit the operations of construction upon the whole line. It is now confidently expected and hoped that the recent additions to your list of private subscriptions, together with the improved condition of money affairs throughout the country, may enable the company to extend the operations upon construction, and permit the expenditure of, at least, \$25,000 per month for the coming year, and thus insure the completion of the road as far as Clark's Gap in one year from the present date. If the means can be obtained, the work can be easily done in that time, and with this view the present forces upon the line should be at once concentrated upon Sections No. 17, 21, 27 and 32. It is also desirable that the eastern terminal section (called "A") be commenced forthwith, in order that the foundations of the bridge which is to span the Alexandria Canal may be laid during the coming winter months, when the navigation of that improvement will be necessarily suspended.

If the necessary means for purchasing all the materials for track construction can be obtained in season to insure a completion of the road in one year, contracts should be at once made for the delivery of ballast and cross-ties upon the line of the road, and negotiations entered upon for the purchase of iron rails, so that the two former may be placed upon the finished road-bed as it progresses, section by section, and the delivery of the latter, at the eastern terminus of your road, be commenced as early as June 1857.

For estimates of the cost of these items I respectfully refer you to my last Annual Report; and for further details respecting the condition of the work now under construction, I must also refer you to the monthly estimate sheets, which are on file at the Company's office.

In compliance with a resolution of your board, I proceeded, in May last, to extend the permanent location of your road westward from the Shenandoah river, through Clarke county, to the borders of Frederick county, and thence to run a new experimental line through a portion of the latter to the town of Winchester. All the field work of these surveys was completed, and the corps of engineers that had executed it was disbanded on the 1st of August; and by the first of September the estimates of quantities and cost of construction of the lines located through Clarke county were finished and ready for submission to your Board, but a pressure of other professional business has caused the postponement of my official report upon this subject until the present date.

After a thorough personal investigation of the topographic features of the country lying between the Shenandoah river and Berryville, aided by some preliminary instrumental surveys, I determined upon the location of two distinct lines through that part of the county; and a similar investigation between Berryville and the Opequon creek led me to the conclusion that the present location should be confined to one line, as a second had been already defined westward from Berryville to the north of Winchester, by the original surveys made for your company in 1853.

The routes now located may be described as follows:

Commencing on the east bank of the Shenandoah river (in Jefferson county) at the terminus of the line which was located in 1854, the location has been continued across the river, and immediately out from its valley into the open country to the

west of that stream, through a depression in the hills formed by Cold Spring drain. Within a distance of less than three fourths of a mile from the river (near the end of section No. 64, as designated upon the map and profile which accompany this report) the line of location crosses the boundary line between Jefferson and Clarke counties, upon the farm of Cyrus McCormick, and in less than a half mile more reaches the point whence two distinct lines (before alluded to) have been located to a reunion immediately west of Berryville.

The more southern of these (or "A" line) passes from the head of Cold Spring drain, across McCormick's ridge, into the valley of Morgan Spring run, intersecting the farms of Larue and Shepherd, and passing through F. McCormick's farm upon the slopes north of his dwelling; thence across Col. Ware's estate, about three hundred feet to the north west of his dwelling, and between it and the residence of Kimball, from which point it passes through a corner of the latter's property and a portion of Dr. Neil's farm, and stretching through the Audley estate near to and parallel with the Berryville and Snickersville Turnpike, crosses the valley of Buck Marsh run and the farm of T. Smith, to the eastern limits of Berryville, where it crosses from the north to the south side of the B. & S. Turnpike, and passing through the middle of the town reaches the point of the reunion with the northern line at the summit of Grindstone ridge.

The Northern (or "B" line) after leaving the valley of Cold Spring drain, passes through the lands of Kneller, C. J. Smith, Ware and Kimball, and reaches the Audley estate, through which it passes a short distance to the north of Mrs Lewis's dwelling, and crossing Buck Marsh run, it passes through "Soldier's Rest" (near Morgan's spring) to the northern limits of Berryville, and crossing from the north to the south side of the Berryville and Winchester Turnpike, near the western limits of the town, it ascends Grindstone ridge to a junction with the "A" line on Thornton's land.

From the summit of Grindstone Ridge the located line pursues a very direct course westward, toward Winchester, passing through the lands of Grant, Russell, Pierce, Joseph Neill, and other property holders, to the west bank of the Opequon Creek, about a half mile below Wood's Mill, where the location stops, and an experimental line is thence extended up the valley of Eddy's Run for some distance, and crossing from that

valley to the valley of Abraham's Creek, cuts off a considerable bend of the latter, and approaches the town of Winchester, through the lands of Senseney, entering the town at its south eastern limits.

The length of the located line (by either the "A" or "B" line) from the east bank of the Shenandoah River to the west bank of the Opequon Creek, is a fraction less than twelve and a half miles. The length of the experimental line from the latter named point to Winchester is a fraction over four and a half miles, making a total of seventeen miles. The length of the road to be constructed in Clarke County is twelve miles, within five hundred feet, more or less. The total distance, as now ascertained by actual measurement, from Alexandria to Berryville, by the line of the Alexandria, Loudoun and Hampshire Rail Road, is seventy miles, and to Winchester eighty and one third miles, to which distances, however, it is proper to add one mile, (Section "A" at Alexandria) in order to show the exact length of road from the Company's depot grounds in Alexandria. The estimated cost of constructing the road from the east bank of the Shenandoah River to the west bank of the Opequon Creek is as follows, commencing at the present terminus of Section No. 63.

Section No. 64, which embraces very heavy work east of the Shenandoah, and the large and expensive bridge across that River, and terminates at the boundary line between Jefferson and Clarke Counties, is here given as a separate item of cost, viz: *Graduation* \$45,162, *Masonry* 28,561, *Bridging* 30,160, making a grand total of - - - - - \$103,883

Sections 65 to 76, 12 miles, in Clarke County—

"A" line: Graduation	\$118,730	} \$146,715.	}	- - \$146,497
Masonry .	\$14,365			
Bridging .	\$13,620			
Average . .				
"B" line: Graduation	\$120,668	} \$146,279.	}	
Masonry .	\$12,251			
Bridging .	\$13,360			

Making a total for the graduation, masonry and bridging, of the 13 Sections, or miles \$250,380
 Right of way, engineering & contingencies, &c. \$25,000
 Total estimated cost - - - - - \$275,380
 An average per mile of - - - - - \$21,183
 The difference in the estimated cost of constructing the twelve miles lying in Clarke county, by the "A" or "B" line

turned

is too small to admit of any comparison of the respective merits of these routes in this particular feature; and as the same limits of grade have been freely and pretty equally applied in reducing the work upon each to a minimum cost, and the difference in curvature being but slight, though somewhat in favor of the "B" line, it is presumed that the choice of route will hang almost exclusively upon the question of land damages or right of way. As a professional question, all other items of comparison being equal, I should prefer the "B" or northern route, chiefly on account of its better alignment, and of its preferable position at the town of Berryville.

It will be at once noticed, from an examination of the above estimates of cost, that the work in Clarke county is of light character, averaging only some \$12,000 per mile for the graduation, masonry and bridging, to which add \$9,800 for track and contingencies, and the result will be an average per mile of \$22,000, making the total estimated cost of the twelve miles (including an expensive bridge across the Opequon, not all of which is strictly within the county limits) \$264,000. The recent subscription to the capital stock of your company by the county of Clarke, added to the amount of the State's proportional subscription, will make the sum of \$250,000, which is but \$14,000 short of the estimated cost above named.

For further details respecting these estimates you are referred to the accompanying tabular statement, which shows the estimated quantities of all kinds of material, of graduation, masonry and bridging, with the prices affixed to each.

The four and a half miles of experimental line lying between the Opequon Creek and Winchester, are estimated to cost \$10,000 per mile, or \$45,000 altogether, to which add \$5,000 for contingencies, and the round sum of cost will be \$50,000.

By adding the last named sum to the total estimated cost of the entire line from the east bank of the Shenandoah to the west bank of the Opequon, the result will be \$325,380 as the estimated cost of construction of road bed from the end of the 63d section to Winchester.

Whenever your company shall determine to prosecute and complete the location of the road as far as the town of Winchester, I would advise the making of a trial location by way of Knight's Hollow, crossing the Opequon at Wood's mill, and thence running through the farm of the late John Bruce, in a direct line to Winchester.

In concluding a somewhat longer report than was at first intended, I desire to present, in a condensed form, an estimate of the cost of constructing your road from Clarke's Gap to Winchester, presuming that it will be acceptable information to many of your stockholders.

From Clarke's Gap to the Shenandoah River—

23 miles: Graduation .	\$495,000	}	\$607,000
Masonry .	110,000		
Bridging .	2,000		

An average cost of \$26,400, per mile.

From the Shenandoah to Winchester—

17 miles: Graduation .	\$195,000	}	\$329,000
Masonry .	46,000		
Bridging .	88,000		

An average cost of \$19,300 per mile.

Total estimated cost of Graduation, Masonry and		
Bridging,	\$936,000	
Track (main and siding) 44 miles,	374,000	
Right of way, Water and Station Houses, Engineer-		
ing and Contingencies,	90,000	

Making a grand total of, \$1,400,000

An average total cost of \$35,000, per mile.

All of which is most respectfully submitted.

CHARLES P. MANNING,
Consulting Engineer.

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REPORT OF THE EXAMINING COMMITTEE.

OFFICE OF THE ALEXANDRIA, LOUDOUN
AND HAMPSHIRE RAIL ROAD COMPANY. }

October 21, 1856.

The undersigned committee, having examined the accounts and books of the Company, report that satisfactory vouchers were produced for all the expenditures, the books were carefully and closely examined, the balances adjusted and proved, and the whole found to be correct. Reference is made to the general statement herewith furnished by the Treasurer.

It has been intimated that the duties of this committee require them to pass over the line of the road and report its condition and state of forwardness. This duty it was impossible for one if not both members residing in Alexandria to perform at this time, and they had hoped their colleague residing in Loudoun would be able to do this on his way to attend the general meeting, and one of the committee communicated to him their wishes in this respect. The committee regret that, in reply to this invitation, he advises them by letter "that business engagements which cannot be postponed or neglected without much inconvenience and probable loss will prevent his doing so."

At present the committee can only express their regret that this service has not been performed, with the hope that before the next annual meeting circumstances more propitious will admit of its being attended to, as it undoubtedly should be.

The account herewith submitted by the treasurer will show the whole receipts and expenditures, up to and including the first of the present month, amounting to \$526,974.69, including the sums due to R. Randolph, Division Engineer, and the Bank of the Old Dominion.

All of which is respectfully submitted,

R. H. MILLER,
JAMES P. SMITH, } Committee.

RECEIPTS and EXPENDITURES of the ALEXANDRIA, LOUDOUN AND HAMPSHIRE RAIL ROAD COMPANY, from its commencement, and for the year ending October 1, 1856.

RECEIPTS.	BEFORE Oct. 1, 1855.	SINCE Oct. 1, 1855.	TOTAL.
Capital Stock :—Private	58,070 47	114,772 63	172,843 10
“ State of Virginia,	86,748	171,000	257,748
Incidentals Account,		83	83
Interest and Discounts,	108 52	2,204 74	2,313 26
State Acceptances,		17,000	17,000
Bills Receivable,	200	2,928 25	3,128 25
Funds in Court, applied or repaid, .		2,486 90	2,486 90
Bills Payable,	7,796	112,300	120 096
Virginia State Stock, sales,		100,500	100,500
Outstanding Checks,	2 72	1,577 97	1,580 69
Due R. Randolph, Division Engineer, .		426 75	426 75
Due the Bank of the Old Dominion, .		552 48	552 48
Advances for preliminary surveys, .	19		19
In Bank, Oct. 1, 1856,		1,107 46	
Due by Chief Engineer, Oct. 1, 1856		34 51	
		526,974 69	678,777 43
EXPENDITURES.			
Capital Stock :—repayments,		350 41	350 41
Engineer's Dept.—East of Shenandoah, .	32,819 25	11,036 20	43,855 45
“ “ West “	14,728 55	2,128 18	16,856 73
Incidental Expenses,	3,737 44	1,638 72	5,276 16
Expenses of Directory,	590 18	354 49	944 67
Advances for preliminary survey refunded,		7	7
Officers' Salaries,	5,430	2,849 74	8,279 74
Right of Way,	25,427 38	14,753 03	40,180 41
Interest and Discounts,	332 71	5,574 76	5,907 47
Discount on State Stock,		6,978 34	6,978 34
State Acceptances,	18,000		18 000
Grading, Masonry and Bridging, . .	45,266 50	214,551 49	259,817 99
Bills Receivable,	2,362 73	3,628 40	6,001 13
Bills Payable,		60,996	60,996
Paid into Court for Right of way, . .	4,681	686	5,367
Alexandria Depot,		13,726	13,726
Leesburg Depot,		700	700
Virginia State Stock,		184,464 93	184,464 93
In hands of Collectors,		1,068	1,068
Checks out last year and paid in this, .		1,572	
		526,974 69	678,777 43

R. JOHNSTON, *Treasurer.*

ALEXANDRIA, Oct. 1, 1856.

*List of Officers and Employees of the Alexandria, Loudoun and Hampshire
Rail Road Company, with their compensation, October 1, 1856.*

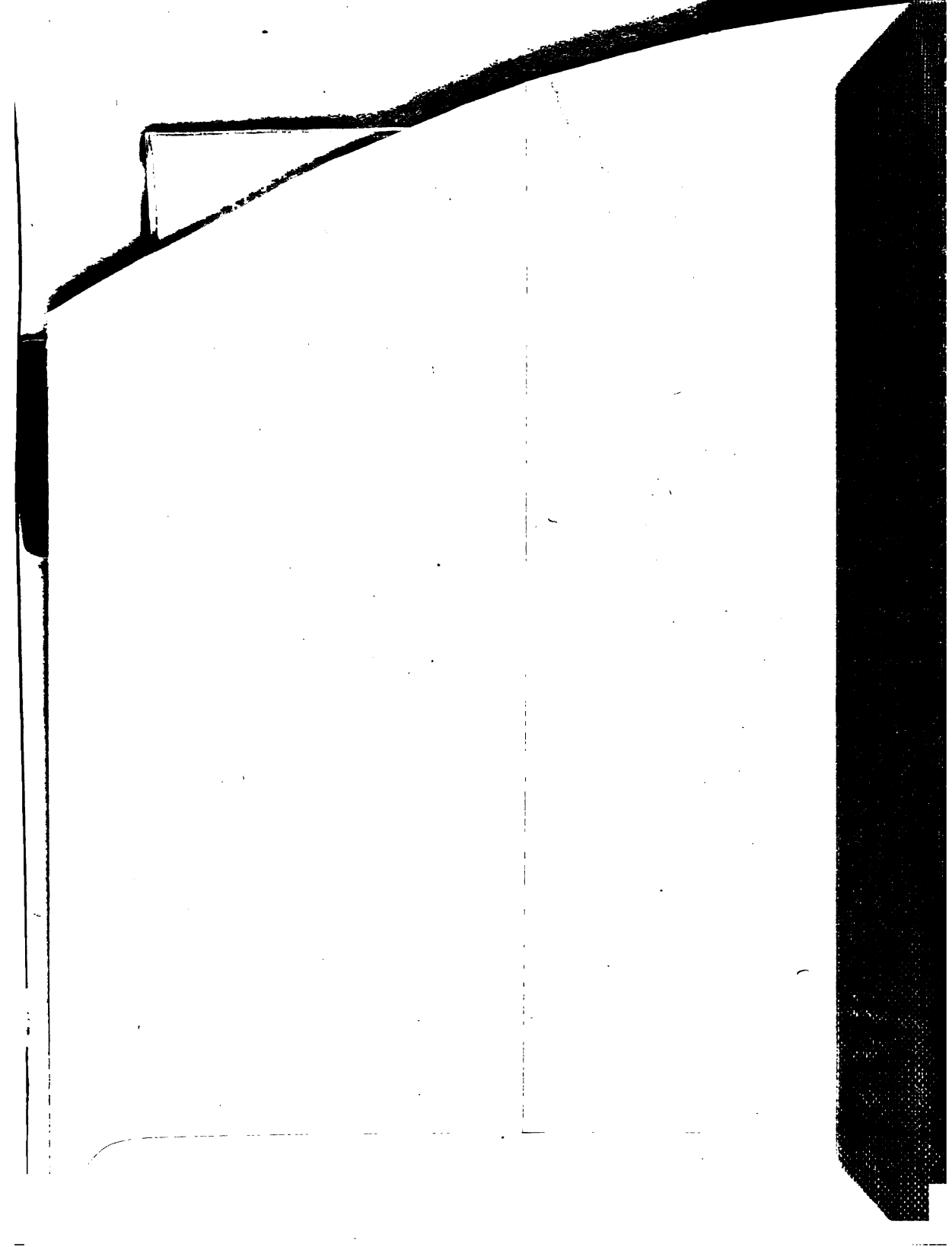
NAMES.	RANK.	PAY.
Lewis McKenzie,	<i>President,</i>	\$1500 pr. ann
R. Johnston,	<i>Clerk and Treasurer,</i>	1200 "
ENGINEER CORPS.		
C. P. Manning,	<i>Consulting Engineer,</i>	500 pr. ann.
Richard Randolph,	<i>Division Eng. 1st Div.</i>	1500 "
Robert G. Bowie,	<i>Division Eng. 2d Div.</i>	1500 "
A. M. Chichester,	<i>Resident Engineer,</i>	\$2.50 pr. day.
Frank F. Jones,	<i>Resident Engineer,</i>	2.50 "
S. R. Johnston,	<i>Resident Engineer,</i>	2.50 "
G. A. Baxter,	<i>Leveller,</i>	1.75 "
George C. Powell,	<i>Leveller,</i>	1.50 "
W. O. Slade,	<i>Rodman,</i>	1.50 "
Wm. E. Harrison,	<i>Rodman,</i>	1.50 "

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